

ORD

Experience flying to/from ORD:

- On A350 January 4-6 2021.
- On A350 Oct 31 2020.
- On 777 June 20 2022, only outbound: ORD-MXP

Friday August 5th, Atlanta Marriott airport hotel. Cpt. Larrea and I (plus IRP crew member) arrived from LUX on Thursday August 3rd at 23:15AM LT (03:15UTC).

On Friday August 5th STD for QR8141 was at 19:35LT. Expected the wake up call around 16:35LT. Saw OFP first time around 16:00. Scanned the basic flight details, QR alert/bulletin, crew info, weather forecast, NOTAMS, SIG WX CHARTS, etc. -NOTAMS direct effect on flight:

- 1A3892/22 - TWY R12 CLSD to ACFT WINGSPAN MORE THAN 118FT. (APPLICABLE)
- 1A3841/22 - TWY R11, R10, TWY R BTN TWY R6 AND TWY R12 CLSD. (APPLICABLE)

Starts to rain outside, followed by lightning and thunder. Appears to be a tropical afternoon shower with some thunder. Check the wx again, some TS in the vicinity of AD forecasted. Rain seems to dissipate quickly. I return to my iPad.

Copied the route from OFP to JEPP FD application on iPad. Checked info on 'Company Charts' (om-c). Checked forecasted wind at ORD - Easterly. Checked landing runway on OFP- 09L. Checked runway 09L in JEPP FD. Short runway. Checked ELW — fairly light.

Received new OFP. No significant changes.

Got ready to leave the hotel. Wake up call received around 1625 I believe. Left hotel around 1725.

During the previous sector Cpt Larrea had already mentioned I could perform the ATL-ORD sector as PF, ops & wx permitting. He confirmed so on the way to the airport or prior to getting in the bus, somewhere before arriving at the aircraft.

Arriving at the aircraft all was normal. OFP fuel was 17900. EZFW received by ground staff was unchanged. We agreed to take OFP fuel. Saw that we already had 19100 in the tanks. Checked the arrival fuel of the previous sector and that was around 12 tons. The engineer checked with the refueller and came back to the FD reporting the refueller had made a mistake and therefore more fuel was uplifted. He said he would write a report on it and we accepted the fuel. We prepared the flight in a normal manner. I stayed in the FD after the PPP to set up everything for the sector and Cpt. Alejandro did the walk around at some point. Normal cockpit prep and departure briefing. We pushed back on time -23:35-.

Expected RWY 27R varnm2.Glazer departure. Initial climb 10000'. -- Confirmed by KUSA clearance. Briefed accordingly.

Taxied: pushback diamond 1, startup, continue diamond 2 call ground 121.75. Cleared R6, left R, SC cross RWY 27L (do not remember if we were told to hold short of RWY or that we continued without stopping) continued SC, N right turn to hold short 27R at N13. Stopped N13. Cleared to cross RWY 27R, right on L, hold short RWY27R at LA. Behind departing company 777 (pax) line up and wait RWY27R behind. Line up. Waited +/- 80 sec and performed normal takeoff.

Do not remember much specifics or abnormals during the first phase of the flight. There was some weather enroute and we were cleared to deviate to avoid. We were in contact with KUSA and we used CPDLC to request several weather deviations up to 20 left and right of track, if I remember correctly. We were on HDG SEL for a substantial amount of time. We climbed to FL330 (OFF cruise level). Recommended FMS FL was FL390 but due to the fact that the sector was short and it would decrease our time in cruise and approach preparation, and because the difference in FOB at destination between cruise at FL330 and FL390 was only around 100kg, I was happy to stay at FL330.

At some point I gave control and communication to Cpt Larrea and requested the ATIS for ORD. RWY in use: ILS 09L and ILS PRM 10C. Since we don't fly PRM approaches I started landing performance calculations for RWY09L.

KORD / 09L / IGNORE GRADIENT / DRY / 0KT / 24C / 30.02HG / F30 / ALL BRKS / A/C ON / A/I OFF / NNC NONE / MODE MANUAL / T_REV NO CREDIT /

Enroute landing data for 209000 KG:

MAX MANUAL - 1339 M Vref30+5 143 kt
AUTOBRAKE 1 - 3322 M (AMBER)
AUTOBRAKE 2 - 2816 M (AMBER)
AUTOBRAKE 3 - 2498 M (AMBER)
AUTOBRAKE 4 - 2137 M
LDA - 2286 M

We discussed the outcome of the data and I set up the CDU for RWY09L with the WATSN 4 RNAV ARRIVAL via GIBNS (IAF). AUTOBRAKE 4, using reverser after landing.

Cpt. Larrea checked the CDU. We received an early clearance to descent but I do not remember at which point chronologically. I believe it happened before I started the arrival briefing or slightly after, I am not sure at this point. I do remember that the workload was high at the time of the briefing. I do not have an active memory of what I briefed exactly. I always follow the CTWO+ order, checking the CDU entries against the charts. I can't remember the details of what I said, it would be speculation at this point.

We were cleared to descent BONNT 'at and maintain' 11000'. we were instructed to contact Chicago approach. Approach informed us we could expect ILS RWY10C. I changed the CDU setup for RWY10C. If I remember correctly I asked Cpt Larrea to do the landing performance, which he did. RWY10C being significantly longer than 09L, the performance was not an issue. Cockpit setup was done accordingly and I believe we switched to autobrake 3 setting, exiting the runway at a convenient exit on the left side.

We had been cleared to descent to a lower altitude and around 10000' the checks were done and the landing review for ILS 10C was completed.

The approach was uneventful as far as I remember at this point. We landed RWY 10C and exited the RWY at TWY F.

After landing on RWY 10C we vacated the runway left side at TWY F and were instructed to taxi left on TWY P and monitor ground freq 121.75. The controller cleared us to taxi left onto TWY P to continue to CC and to hold short of RWY 10L at CC. After stopping at CC the controller cleared us to cross RWY 10L at CC and proceed to TWY K to and change to freq 121.9. Ground (main) controller asked us if we could turn left on TWY L after we had already passed abeam and we replied 'unable to turn left on TWY L.' There was an aircraft standing still on TWY K at AA, we were therefore not able to continue straight on TWY K. The controller cleared us to taxi left onto TWY K, right on BB, left on BB2 to continue to TWY Z. Towards the end of TWY BB2, approaching TWY Z, with the nose wheel on the TWY centerline in straight line taxi, we suspected that the aircraft had hit something and I applied the brakes to fully stop the aircraft I set the parking brake.

Alm

1/1/1

We asked for assistance via ground frequency because we needed eyes on the ground. It took a long time before a car arrived. I would estimate it at 20 minutes. After the car had arrived (the car had 'C043' on the side, I believe) it took a long time to get in contact with him. Ground provided us with a frequency but we had no response on that frequency. Eventually someone came onto the frequency and identified himself as airport assistance on the ground. He told us that the RH wing leading edge had come into contact with a light pole. When it became clear that we would not be moving on our own power we started the APU and shutdown the engines. The appropriate checklists were done.

[REDACTED]

FW van Embden

[REDACTED]